

PREMIER AVIATION INC.
2621 Aviation Parkway
Grand Prairie, Texas 75052

FAA APPROVED
ROTORCRAFT FLIGHT MANUAL
SUPPLEMENT FOR
BELL MODEL 206L-3/L-4
WITH

WESCAM 36d OR 24DB CAMERA POD

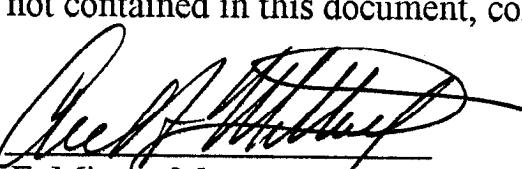
Reg. No. _____

Serial No. _____

This supplement must be attached to the appropriate FAA approved Bell Helicopter/Textron Model 206L-3/L-4 Rotorcraft Flight Manual when the WESCAM 36d or 24DB Camera Pod has been installed in accordance with PREMIER Aviation Inc. STC No. **SR09067RC**

The Information contained herein supplements or supersedes the Basic Flight Manual only in those areas listed herein. For limitations, procedures and performance information not contained in this document, consult the Basic Flight Manual.

FAA Approved:


Carl F. Mittag, Manager
Rotorcraft Certification Office, ASW-170
Federal Aviation Administration
2601 Meacham Boulevard
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FAA Approved: APR 30 1996

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PREMIER AVIATION INC.
2621 Aviation Parkway
Grand Prairie, Texas 75052
Phn 214-988-6181 FAX 214-660-2670

Rotorcraft Flight Manual Supplement
for Bell Model 206L-3/L-4
with WESCAM 36d or 24DB Camera Pod

LOG OF REVISIONS

Rev	Description	Approval	Date
-	Initial Release		4/30/96

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INTRODUCTION:

Equipment Description:

The PREMIER Mount Arm Assembly is the support structure that allows for the mounting of the WESCAM 36d or 24DB Camera Pod on the right side of the aircraft, or the 24DB WESCAM Camera Pod on the left side of the aircraft.

Approved Mount Arm Assembly configurations are specified in PREMIER Aviation Inc. Drawing No. 282-13022, Camera Pod Instl. - WESCAM 36d 24DB.

Weight and Balance (Unapproved Data):

The following weight and balance numbers may be used to approximate the change in aircraft Center of Gravity due to the installation of the PREMIER Mount Arm Assembly in conjunction with the WESCAM 24DB Camera Pod.

	WEIGHT	STATION	B.L.
24DB Camera Pod	185 lbs.	99.14	47.22
36d Camera Pod	311 lbs.	99.14	47.22

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SECTION 1:

OPERATING LIMITATIONS

WEIGHT AND BALANCE:

Actual weight and balance shall be determined after installation of the WESCAM Camera Pod. Ballast shall be installed, if necessary, to return the C.G. to within allowable limits.

NOTE:

With the Camera Pod installed on the aircraft, ballast may be required to remain within the LATERAL C.G. envelope.

When installed on a 206L-4, operation above 4150 lbs G.W. prohibited.

INSTALLATION:

The WESCAM Camera Pod may be mounted on aircraft with high skid gear, with or without floats, or with low skid gear.

The 24DB WESCAM Camera Pod may be mounted on the left or right side of the aircraft.

The 36d WESCAM Camera Pod may be mounted on the right side only. Additionally the PREMIER Pull-Out Window must be installed

FLIGHT CREW:

Minimum crew is one pilot seated in the right forward crew seat.

AIRSPEED:

With the 24DB WESCAM Camera Pod installed, V_{NE} is 110 KIAS.

With the 36d WESCAM Camera Pod installed, V_{NE} is 80 KIAS.

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SECTION 1: OPERATING LIMITATIONS (cont.)

REQUIRED PLACARDS:

V_{NE} FOR 24DB WESCAM POD
IS 110 KIAS
 V_{NE} FOR 36d WESCAM POD
IS 80 KIAS

WITH WESCAM CAMERA POD INSTALLED SELECTIVE
PASSENGER LOADING AND EMPTY WEIGHT C.G. LIMITS
DO NOT APPLY

THE PILOT IS RESPONSIBLE FOR DETERMINING WEIGHT
AND BALANCE TO INSURE GROSS WEIGHT AND CG WILL
REMAIN WITHIN LIMITS THROUGHOUT EACH FLIGHT

SECTION 2: NORMAL PROCEDURES

EXTERIOR CHECK:

Ensure security of Mount Arm Assembly. Ensure that retaining pins are inserted and latched.

SECTION 3: EMERGENCY and MALFUNCTION PROCEDURES:

AUTOROTATION:

Autorotation V_{NE} with the 36d WESCAM Camera Pod installed is 80 KIAS.

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SECTION 4: PERFORMANCE:

RATE OF CLIMB:

With WESCAM Camera Pod installed, reduce RFM rate of climb 150 feet per minute.

NOISE LEVEL

The following data was developed through analysis based upon approved data from the Model 206L-4. It is provided based upon similarity granting that the 206L-4 should have higher noise levels than the 206L-3 due to the L-4's higher gross weight.

FLIGHT CONDITION	24DB EPNL (EPN dB)	36d EPNL (EPN dB)
Takeoffff	88.5	88.5
Flyover	85.2	85.2
Approach	91.2	91.5

NOTE:

No determination has been made by the FAA that the noise levels of this installation should be acceptable or unacceptable for operations at, into, or out of any airport.

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